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From Saturday's Daily.

THE WASHOUTS.

The Rio Grande will have Operation To-Day.

There was another quite heavy storm south of the city on Friday night, but the damage done was comparatively small. It was reported that the repairs it had been much worse washed away again, but this report was a mistake. A fine shower of rain has been at work on the Rio Grande steadily since the break occurred. It is not to be expected that the river will be able to pass over the break both ways this morning. A train was sent north from here at one o'clock last night. Agent Bennett, of the Denver & New Orleans, reports that the Denver & New Orleans tracks being repaired as rapidly as possible and that travel will be resumed on that line by or to-morrow.

A. W. McFarland, the former manager of the Denver & New Orleans, has been in the city two days for the washouts on the Rio Grande, telling yesterday on the first train for Durango.

KEEP THEM ON MOSMONT.

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Mr. John N. Grogan and family, of Pueblo, were registered at the Antlers yesterday.

Mr. D. M. Hoffman, the well-known ranchman of Big Horn, was in the city yesterday.

Appeal bonds have been set with Justice Wiley in the cases of Burnham, Stockbridge and Wright.

A summer school will be opened in the former school building, Mr. G. S. Barnes having the contract.

The warm weather of the past week has brought about a perceptible increase in the number of guests at the Manitou house.

Another of the old and marks of Colorado passed away yesterday. The Jacobson "dove" died of general debility in his thirtieth year.

Justice Wiley yesterday rendered his decision against Thomas Burnham in the case tried on Wednesday. He imposed a fine of \$75 and costs of suit.

Mr. J. A. Eaton returned yesterday from an official visit to a number of the schools on the D. & N. O. reports finding them in a prosperous condition.

A. J. Brasier, of Estes Park, Denver, who has been delayed in the city two days by the washouts on the Rio Grande, left yesterday on the first train for Durango.

A representative of the Gazette yesterday interviewed some of the barbers in John Stanley's yard, most of whom were cut inches from the top of the head to the tip of the ears.

Professor Baker, of Black Hawk, one of the prominent men of the state and the one who had demonstrated that Colorado ores could be treated successfully, was registered at the Antlers yesterday.

From a private letter from Mr. J. C. Forance, now in Garden City, Kansas, we learn that grasshoppers are coming in considerable numbers in that region. His own garden, covering three lots, was completely destroyed by them.

Yesterday was by far the warmest day of the season, the thermometer registering 90, and in some places 92, degrees in the shade. A welcome shower in the afternoon set the dust and remaining heat less oppressive.

W. L. Shotwell, traveling passenger agent of the Wabash and Missouri Pacific system, was in the city yesterday. He informs us that the international convention of traveling passenger agents will meet at Denver on August 14th, and it is expected that there will be about 100 agents with their families present.

Andrew Johnson will be in Salt Lake City and a stop made at Colorado Springs and Manitou en route.

A. M. Leonard & Co., wool commission merchants of London, in their circular of June 1st say: "There is no improvement to notice in the market this week so far as prices are concerned, but the demand has been a little more active and the sales amount to a fair average for the week 17,000 pounds of all kinds. The same indifference about future supplies is still the prominent feature of the trade. Some early buyers are in the interior purchasing, but most of our dealers and manufacturers see no prospect ahead for any improvement in wool or goods, and do not feel like stocking up now with wool that can probably be bought a month or two hence at a lower rate."

Scrapped the local cigars are beginning to rot and discolor because they cannot realize a market money from discounting their certificates as they anticipated. It is almost impossible for them to get more than 50 cents on the dollar for them, and they are in a fix to get that. One man who was asked to buy them yesterday said that he would not like to take ten cents on the dollar for them. The Mexicans say that they were injured to come to El Paso county because it was in a better financial condition, and it is hard to make some of them believe that the money pan or box comes from the state and not the county treasury.

There was a very small crowd at the roller rink last night to witness the game as you please. Only Thomas and Goddard appeared on the track, John on having with him. They both showed a little pluck and endurance in running nearly thirteen miles without stopping, then walking five laps and finishing up with a sprint.

At the close of the game, stock Thomas 11 miles and 7 laps, Goddard 11 miles and 7 laps. On the evening they both came out and had to retire gate receipts. The night will be the sixth and closing night of the match and both Goddard and Thomas will make a desperate effort to win.

In addition to the race, Nimmo will walk five miles against time for a purse. This will make the evening doubly interesting.

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END OF THE RACE.

Thomas Got Out in the Lead Nimmo's Great War.

The weekly grassy-course race at the rink terminated last night. When the race opened, on Monday there were ten entries, but the only two who could enjoy the reputation of being stayers were Thomas and Goddard. For a moment they have certain made a good record. They have not come out in the race in good condition, but they have not come out in the race in good condition.

There was a large crowd in attendance and the runners were frequently cheered and given the utmost encouragement. It was generally felt that Thomas, who was nearly a mile ahead, would come out the winner on the week, but it was thought that there would be some five or six sprints in the struggle to come out a winner for the even up. Both men seemed down to a steady trot, with a few exceptions, on about five minutes was kept up during the entire two and a half hours. In the last five minutes Goddard by a very close race.

score gained a lap over Thomas, winning the gate receipts for the evening. At the close the score stood:

	Miles.	Laps
Thomas.....	90	7
Goddard.....	89	6

Both men were pretty content as they crossed the scratch on the last lap. For amateurs, they certainly made a record that they need not be ashamed of. Thomas' average for each night in the week was a fraction over 15 miles, while Goddard's was but a little below it.

One of the features of the evening was Nimmo's five mile race, and he walked against time. A purse was put up that he could not walk five miles in fifty minutes. He took the track as he had a past eight, and had gone out two or three laps when he settled down to a gallop that meant business, and which he kept up to the close. He completed his first mile in 8 1/2 minutes, second in 8 minutes, third in 7 1/2 minutes, fourth in 7 1/2 minutes and 1/2 minutes in 8 1/2 minutes, winning the purse in 45 minutes. For an amateur he is certainly a marvel and his walking was almost equal to what might be expected from professionals. There was much hot discussion when the time in which he had made the five miles was announced.

YORE CONVENTIONS.

Three Arguments Against the Draggists Amounting to \$375 and Costs.

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TIME TABLE.

Denver & Rio Grande Railway.

TRAINS GOING SOUTH.	
No. 7, Pacific express, for Gunnison, Salt Lake and California, arrives 9:30 a. m., departs 10:30 a. m.	
1, Leadville mail, arrives 11:10 a. m., departs 11:20 a. m.	
5, Kansas City Express, arrives 2:10 p. m., departs 2:15 p. m.	
3, Leadville, Durango and Silverton express, arrives 11:03 p. m.	
TRAINS GOING NORTH.	
Leadville, Durango and Silverton express, arrives 3:47 a. m., departs 3:52 a. m.	
6, Kansas City Express, arrives 12:15 p. m., departs 12:20 p. m.	
4, Leadville mail, arrives 4:22 p. m., departs 4:27 p. m.	
8, Atlantic express, from California, Salt Lake and Gunnison, arrives 5:40 p. m.	
9, Manitou special, leaves Denver at 4 p. m., arrives at Colorado Springs 6:40 p. m.	
10, Manitou special, returning, leaves Colorado Springs for Denver at 12:30 a. m., and arrives at Denver at 10:25 a. m. Daily except Sunday.	
11, Sunday excursion, leaves Denver at 8 a. m., and arrives at Colorado Springs at 11:15 a. m.	
12, Sunday excursion, leaves Colorado Springs 6:25 p. m., and arrives at Denver at 9:30 p. m.	

Trains Nos. 1 and 4 will not run on Sunday.

Colorado Springs & Manitou R'y.

WESTWARD.		EASTWARD.	
No. 31—Leaves 9:50 a. m.	No. 32—Arrives 9:05 a. m.	No. 33—Leaves 11:50 a. m.	No. 34—Arrives 10:50 a. m.
No. 35—Leaves 12:30 p. m.	No. 36—Arrives 12:15 p. m.	No. 37—Leaves 2:30 p. m.	No. 38—Arrives 1:45 p. m.
No. 39—Leaves 4:30 p. m.	No. 40—Arrives 3:45 p. m.	No. 41—Leaves 5:50 p. m.	No. 42—Arrives 5:30 p. m.
No. 43—Leaves 7:45 p. m.	No. 44—Arrives 7:15 p. m.	No. 45—Leaves 11:30 a. m.	No. 46—Arrives 10:30 a. m.

Sundays only.

Trains 31, 33, 35, 37, 39 and 41 will not run on Sunday.

Through tickets for sale to all principal cities East at the depot. Parties can select their own route. Trains now running through to Leadville. Pullman palace sleepers attached to night trains. Horton reclining chair cars on day trains. Observation cars on daylight trains through the Royal Gorge in the Grand Canyon. For full information call on our agent.

J. M. SULLIVAN, Agent.

Denver & New Orleans Railway.

LEAVES.		ARRIVES.	
For Pueblo, 6:35 p. m.	From Denver, 6:35 p. m.	For Pueblo, 9:15 a. m.	From Denver, 10:10 a. m.
For Denver, 9:15 a. m.	From Pueblo, 11:30 a. m.	For Denver, 9:15 p. m.	From Pueblo, 11:30 a. m.
Sundays only.		Sundays only.	

The postoffice is open daily from 7:30 a. m. to 7:30 p. m. Sundays from 10 to 11 a. m. Mails arrive and depart as follows:

GOING SOUTH.		DEPART.	
Via D. & R. G.	9:14 a. m.	8:00 p. m.	
Via D. & N. O.	10:50 a. m.	6:25 p. m.	

GOING NORTH.		ARRIVE.	
Via D. & N. O.	9:00 a. m.	4:02 p. m.	
Via D. & R. G.	10:50 a. m.	5:20 p. m.	

MAIL FROM THE NORTH.		ARRIVE.	
Via D. & R. G.	5:40 a. m.	11:25 p. m.	
Via D. & N. O.	11:20 a. m.	7:45 p. m.	

MAIL FROM THE SOUTH.		DEPART.	
Via D. & N. O.	10:20 p. m.	4:07 a. m.	4:22 p. m.
Via D. & R. G.	10:50 a. m.	6:00 p. m.	

Colorado City & Manitou. 10:50 a. m. 11:20 a. m. 4:02 p. m. 4:22 p. m. Mail for San Juan and Hatten closes Sunday at 8:00 p. m. Arrives Thursday at 6:00 p. m. Mail for Suffolk and Sanborn closes Monday at 12 m. and arrives Saturday at 3 p. m.

Telegram Office Hours.

Work days 8 to 10 a. m. and 4 to 6 p. m. Sundays 8 to 10 a. m. and 4 to 6 p. m. MISS M. A. CARPENTER, Manager.

Mr. Leonard, later returned from Cayenne, where he has been for the past week or ten days looking after his cattle interests.

Mr. E. D. Parsons, of Burlington, Wisconsin, who for the past month has been visiting with A. J. Lawson and his family, left for the east yesterday.

Mr. J. J. Jones, cashier at the Kansas City office of the Pacific Express company, is sojourning in Colorado Springs for a time on account of poor health.

The Messrs. Hoyt and Phelps, of New York, arrived in the city yesterday on a visit to the family of Mr. J. J. Mar in a car a day of two days at Pueblo.

Mr. J. W. McFarrey, who spent the winter in Colorado Springs, has returned from Montreal, Canada, accompanied by his family and will remain here for some time.

Mr. Allen Austin, for a number of years prescription clerk at the city drug store, was in the city yesterday. He has just recovered from a serious attack of sickness.

Captain M. J. McGowan returned yesterday from his winter home in the business of importance. He reports that northern Colorado is a perfect haven of safety at this season of the year.

Some people are professing that Colorado will be besieged by grass hoppers this season. We can assure they are coming more or less common in Kansas and can but hope that they will pass Colorado by.

We have to regret that a 100 yard race between two heavy weights of Colorado Springs was run at the Mike's track driving park yesterday for \$500 a side. The winner covered the distance in 19 1/2 seconds and took the money.

Trains have as yet been unable to cross the break on the Denver & Rio Grande between here and Pueblo. The bridge at the old Buttes is completely out, but there is still a bare track near Fountain, over which passengers have to be transferred. Nine car loads of passengers and two or three car loads of baggage were sent south shortly after noon yesterday and transferred. At the same time 300 people were sent north, many of them stopping off at Colorado Springs and Manitou. The distance that passengers and baggage are transferred is of very short distance, and the passengers are carried by hand, while the passengers are carried by hand, while the passengers are carried by hand.

Fortify the system. All who have experienced and witnessed the effects of Host's Stomach Bitters upon the weak, broken down, despairing victims of dyspepsia, liver complaint, fever and ague, rheumatism, nervous debility, or premature decay, know that in this supreme tonic and nutritive there exists a specific principle which reaches the very source of the trouble, and effects an absolute and permanent cure for sale by all druggists and dealers generally.

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The Buckeye
CHAMPION OF THE "CHAMPIONS."

This harvester has the AGREST, STRONGEST and BEST IRON WHEEL in the market. CAPS WASHED AND LOWERED ON THE DRIVE WHEEL, by simply turning a crank. Is easily handled and adjusted, and will cut and bind grain that can not be picked up by other machines. Has been improved for 1894, and 60 maintains its position as being the strongest and best-made machine of its kind now being offered to farmers. We also have in stock the celebrated

NEW BUCKEYE LIGHT MOWER,
BUCKEYE
Combined Mower & Reaper

A LARGE AND COMPLETE STOCK OF
BUCKEYE EXTRAS.

Remember that the Buckeye is the only Mower to which a REAPER ATTACHMENT can be added. Properly fitted, can be attached. For sale by

PIXLEY & WEBSTER
COLORADO SPRINGS, COLO.

Please call and examine our stock before purchasing elsewhere. Correspondence solicited. A full assortment of Extras for all our goods constantly on hand.

THE D. & R. G. RAILWAY.

CHICAGO & NORTH-WESTERN RAILWAY.

Is the OLDEST, BEST EQUIPPED AND MOST LEADING RAILWAY.

WEST AND NORTHWEST COUNCIL BLUFFS.

CHICAGO, MILWAUKEE AND ALL POINTS EAST, such as

Nagars Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.

At Council Bluffs the trains of the Chicago North-Western and the U. P. Rys depart from, arrive at and use the same old Union Depot. At Chicago close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk Rys, and the Rockwell and Pacific routes.

Chicago Drawing Room Cars. Are run on all through trains of this road. It is the ONLY ROAD between

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